

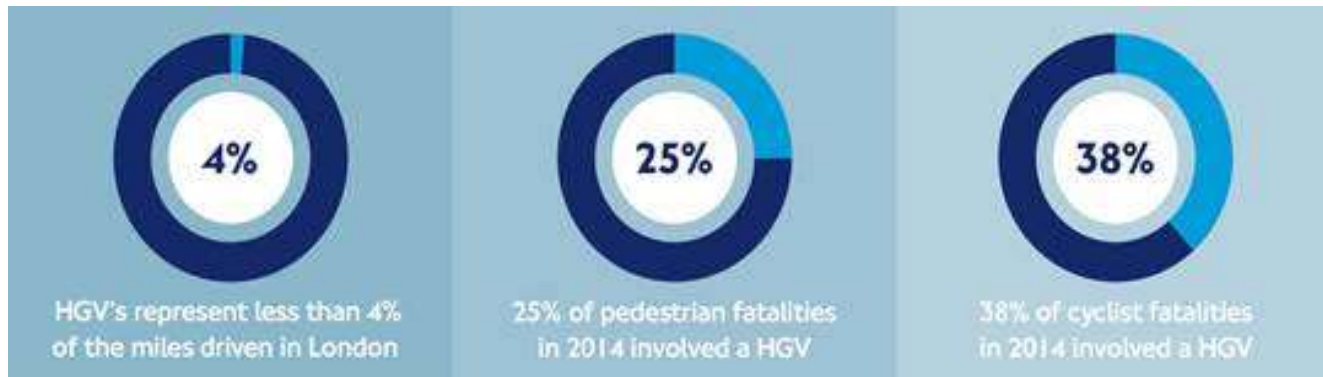


# **Transport for London Freight & Fleet Programmes**

## **Road safety initiatives**

**Glen Davies  
Programme Manager**

# The F&F road safety approach



## Safer operations

- Encouraging, supporting and recognising safe and compliant fleets

## Safer people

- Improving driver and manager knowledge, skills and performance

## Safer vehicles

- Stimulating innovative HGV design and providing evidence for change

## Safer supply chains

- Using buying power and planning to manage road risk in supply chains

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# Safer operations



# Fleet Operator Recognition Scheme

MANAGEMENT	VEHICLES
✓ Responsibilities & authority	✓ Road worthiness
✓ Competent Person	✓ Insurance
✓ Communication	✓ Fleet performance
DRIVERS	OPERATIONS
✓ Training and assessment	✓ Routing and scheduling
✓ Driving at work	✓ Transport control
✓ Fitness and health	✓ Fines and charges



# FORS uptake 2008 - 2014



**LONDON**

**33%**



**UK**

**66%**



**EUROPE**

**1%**

**By 2014 it was recognised that FORS  
was no longer a London scheme**





# FORS concession: One year on



**2655**  
**Operators**



**218**  
**Operators**



**52**  
**Operators**

**February  
2015**

**February  
2016**

**3181**  
**Operators**

**396**  
**Operators**

**134**  
**Operators**

**Net increase**

**786 Operators**

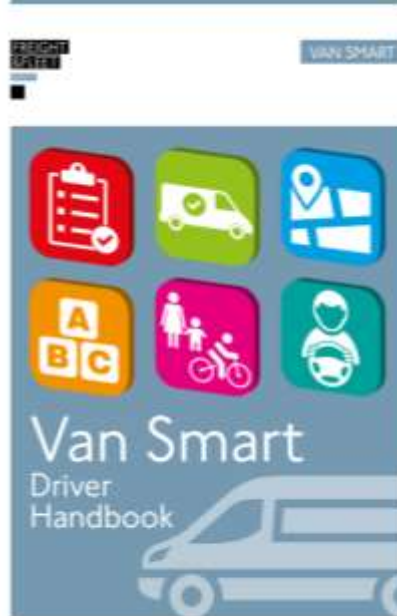
One of the freshest and best things that has happened to transport in a number of years

FORS brand is becoming stronger and there is greater disassociation with TfL

# Tools and toolkits



CLOCS Guide  
Managing  
driver training



## FORS operators:

Are less likely to be involved in...

- **76%** Licence/insurance offences
  - **64%** Most Serious Infringements (MSI)
  - **50%** drivers hours offences
- 

Have demonstrated...

- **41%** reduction in injury collisions
- **25%** reduction in total collisions





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# Safer people



# Improving management skills

## **FORS Practitioner:**



Developing fleet  
management  
policy



Managing work  
related road  
safety



Managing driver  
fitness and  
impairment



Managing driver  
assessment and  
training



Post-collision  
procedures and  
analysis

**Over  
1,500  
managers  
trained**



Safe and efficient  
fleet management



Reducing fuel use  
and emissions



Legal loading and  
unloading



Managing fleet  
performance

# Improving driving standards

## Driver CPC Training:



Safe Urban Driving



Staying Legal



Van Smart

## E-learning modules:



Road  
Safety



Cycle  
Safety



Van  
Safety



Fuel  
Efficiency



Kerbside  
Compliance

Over  
42,000  
drivers  
trained



# Training - Safe urban driving



**Over  
21,000  
drivers  
trained**

## Drivers view

- An 'eye-opener' – valuable to see situations from a cyclist perspective
- Enjoy mix of theory and practical – especially on-bike
- Appreciate hard-hitting video content
- Trainers are engaging and credible

Educational

Practical

Interesting

Well  
delivered

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# Safer vehicles





# Evolution of HGV design



1970

1980

1990

2000

2010



Very little change in cab profile and improvement to driver direct vision

# Evolution of cars and coaches



1970



2010



# Safer Trucks Programme

## Workstream 1

Improving the safety of existing vehicles through an approved testing methodology for retro-fit or dealer-fit HGV safety technology

## Workstream 2

Evidence for next generation urban truck. Market research and technical research on operational off-road site conditions and benefits of direct vision

## Workstream 3

Field of view standard and business case to support regulatory change through review of General Safety Regulation

## Workstream 4

Encouraging uptake of 'safer trucks' through effective communications and programme evaluation







# Evaluating blindspot technology



- 2011 – 5 technology providers at market
- 2015 – 47 technology providers at market
- First evaluation and certification of HGV safety technology process established with test house facility, with products tested
- Establish verified online review forum for clients and operators for HGV safety equipment with potential for use for other products
- Vehicle safety equipment guidance and toolkit published



## MIO MIVUE 538 DELUXE DRIVE DIGITAL DVR VIDEO RECORDER



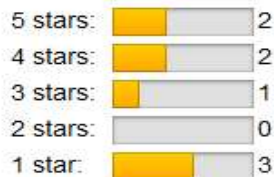
MiVue 538 Deluxe has an integrated GPS receiver that enables tracking of the routes covered: capturing the image, direction, speed and geographical coordinates and then synchronising them with Google Maps. New in this model is the safety camera alerts, with the free unlimited updates for life. Additionally, MiVue 388 comes with a revolving mounting cradle that allows you to position the video camera in any direction as well as an anti-flash lens filter. And last but not least, the 538 Deluxe comes with a memory card of 8GB in the box, so you are ready to go right out of the box.

## Top features

- Lifetime Safety Camera Updates
- GPS Tracking
- Bright F1.8 lens
- 1080p Full HD Recording
- Emergency recording
- Parking Mode

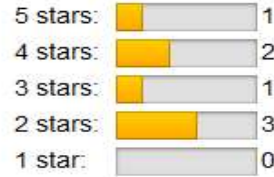
## Effectiveness

★★★★☆  
3 out of 5 stars



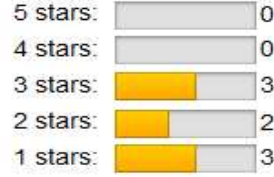
## Ease of use

★★★★☆  
3 out of 5 stars



## Value for money

★★★☆☆  
2 out of 5 stars

[Hide all 8 reviews](#)[Write a review](#)Sort by: Date (newest first) ▼Filter by: All ▼

## Effectiveness

★★★★☆

## Ease of use

★★★★☆

## Value for money

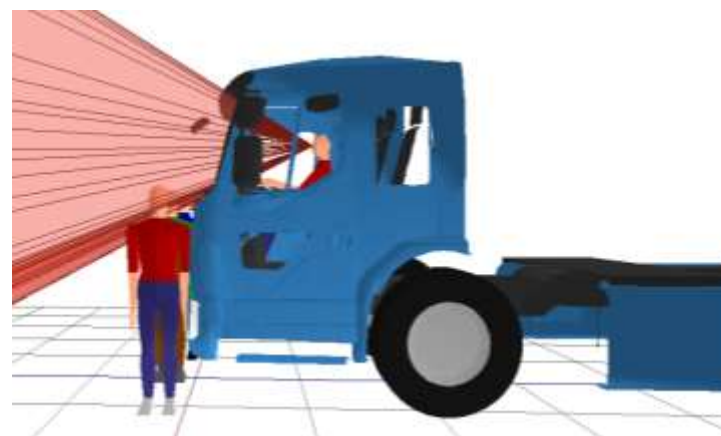
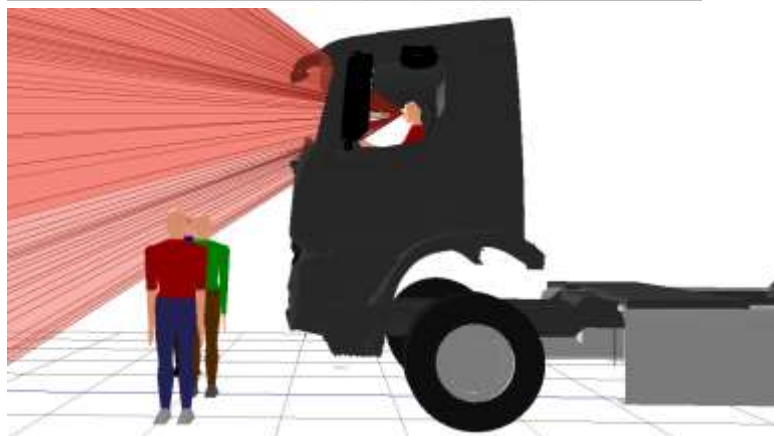
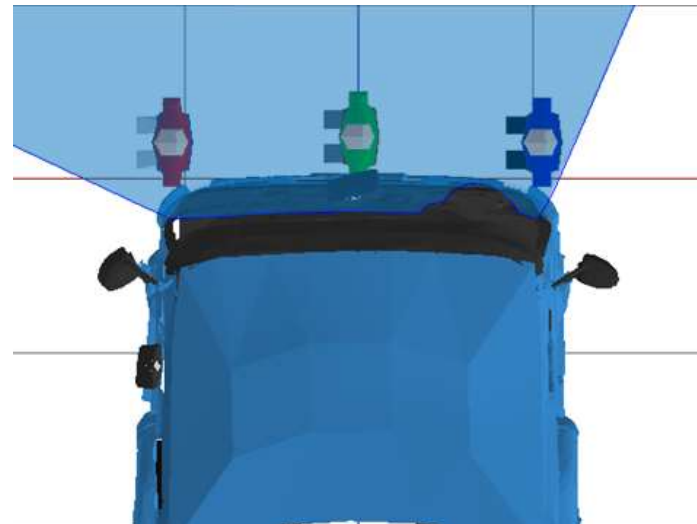
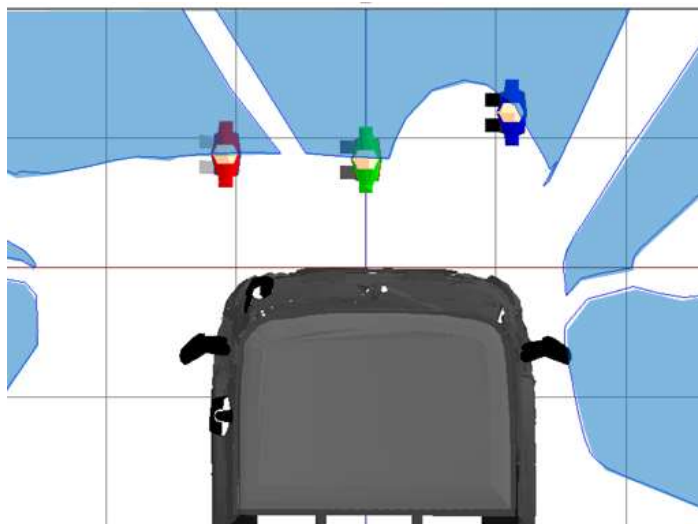
★★★☆☆

**Would recommend** By Anthony Hill on 12 November 2015

Good service and communication



# HGV blindspot and vision standards

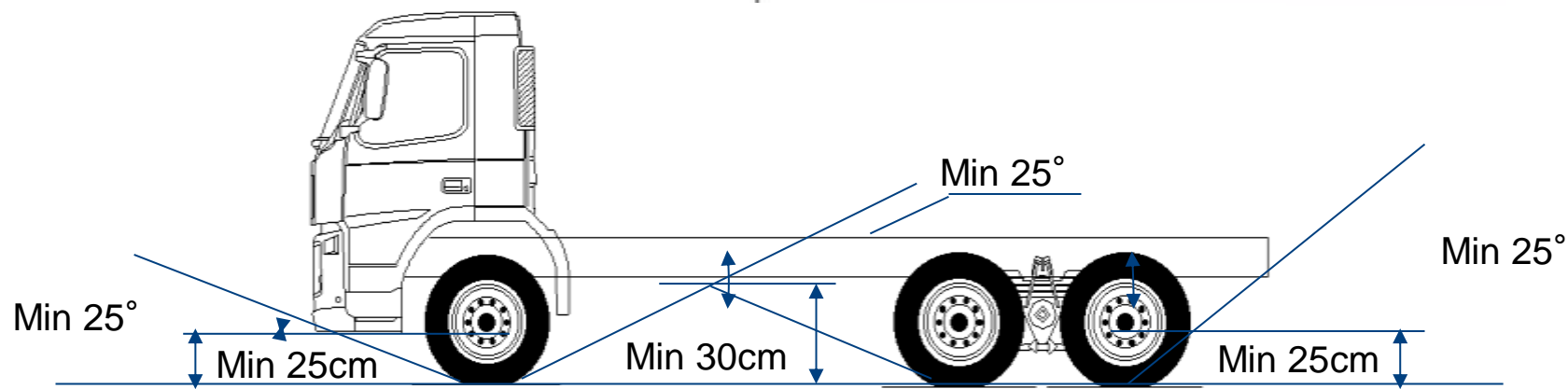


# On-road versus off-road vehicles

Scania P Distribution variant (N3)



Scania P Construction variant (N3G)



# Operational ground conditions

N<sub>3</sub>G vehicles have less visibility than N<sub>3</sub> Vehicles. Cabs are 33% higher with bigger front and side blind spots

Exemption from front under run protection increases VRU risk

N<sub>3</sub>G vehicles were the default vehicle configuration choice:

- 49% of operators didn't encounter off-road conditions
- 47% of operators were unaware of the term N<sub>3</sub>G
- Better ground conditions would facilitate a change to safer vehicles
- A safe tip and site scheme is being developed for launch next year





# High vision HGVs in construction



'I feel much more confident driving in the higher vision cab. I don't want to go back to a standard tipper'

'As a lorry driver, it pains me to say this, but its actually pretty good'

# Future Truck Design Awards



## FUTURE TRUCK DESIGN AWARDS FOR SAFER CITIES

- A competition for secondary school, college and university students - graduates and postgraduates
- Challenging designers and engineers of the future to come up with innovative, creative and game changing solutions to making trucks fit for the urban environment.
- Encouraging radical ideas and practical designs that could be brought to market
- Cash prizes and opportunity for work experience with vehicle manufacturers



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# Safer supply chains



# The CLOCS report

- Triggered by the tragic spate of cyclist fatalities in November 2011
- Stark findings identified a systemic industry failing to manage road risk, including:

The management of road safety clearly lags behind the management of general workplace safety

There is no common standard for the management of road risk in construction supply chains



There seems to be an underlying attitude that managing road risk is not a legitimate use of time

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# Industry call to action

## Industry bodies



## Regulatory bodies

MAYOR OF LONDON



Looking out  
for vulnerable  
road users

## Clients



## Contractors



SKANSKA



Mercedes-Benz



SCANIA

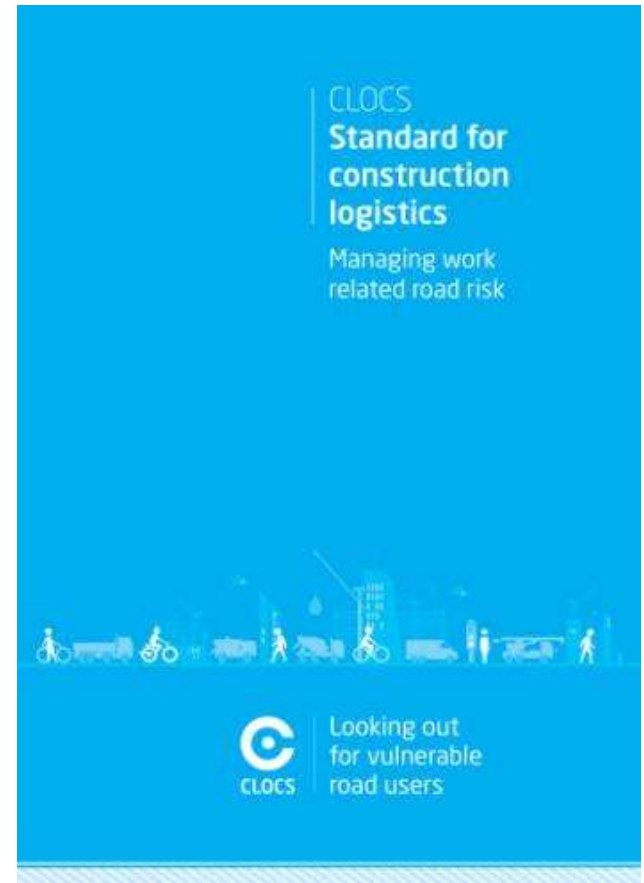
DENNIS EAGLE

## Vehicle manufacturers



# Managing road risk in construction

- CLOCS Working Group has defined effective the **operation**, **vehicle** and **driver** solutions to reduce road risk
- 35 principal construction clients have implemented the Standard with combined buying power of £23bn
- During the campaign awareness of CLOCS has increased from:
  - 9.5% to 37.5% in London and SE
  - 15.8% to 41.5% nationally



**“In six months, the construction industry has achieved more than the insurance industry has in thirty years”**  
Insurance Broker



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SAFETY



FORS is the  
Yin to the  
CLOCS Yang”

Commercial Motor



Looking out  
for vulnerable  
road users



MAYOR OF LONDON



CLOCS

**Clients:** Take  
ownership of road  
safety in your  
supply chains

The CLOCS Standard enables a fair and consistent approach to managing safety beyond the site gate, aiming for zero harm across all construction operations.

- CLOCS is a fair national standard for operators to adhere to
- Work together to raise safety standards and ensure compliance
- Become an integral part of raising road safety standards and protecting vulnerable road users

Ensure your fleet  
operators meet the  
**CLOCS Standard**

For CLOCS visit  
[www.clocs.org.uk](http://www.clocs.org.uk)



**Operators:**  
Demonstrate  
compliance to CLOCS  
through **FORS**

FORS is an accreditation scheme delivering safety, environmental and efficiency benefits for fleet operators by encouraging the adoption of best practice industry standards.

- Demonstrate compliance with the CLOCS Standard through FORS
- Show your commitment to being a safe and compliant operator
- Become an integral part of raising road safety standards and protecting vulnerable road users

Discover how your  
operation can benefit  
from **FORS** - *register now!*

To register with FORS  
[www.fors-online.org.uk](http://www.fors-online.org.uk)





# Managing road risk in TfL - WRRR



WORK RELATED  
ROAD RISK

Ensuring TfL  
suppliers keep  
our roads safe

[www.tfl.gov.uk/wrrr-requirements](http://www.tfl.gov.uk/wrrr-requirements)



## 1

### Drivers

- Have a valid driving licence for the vehicle they are driving
- Provide proof that they have received approved WRRR training that includes the safety of vulnerable road users, such as the Safe Urban Driving (SUD) course. A list of approved training courses can be found on the FORS website
- Provide proof that they have completed a FORS e-learning safety module in the last 12 months

## 2

### HGV and Van Operators

- Be FORS accredited to a minimum Bronze level or equivalent. Accreditation to Silver level or above ensures that all WRRR Requirements are met
- Report, investigate and analyse collisions using a reporting tool, such as CLOCS Manager

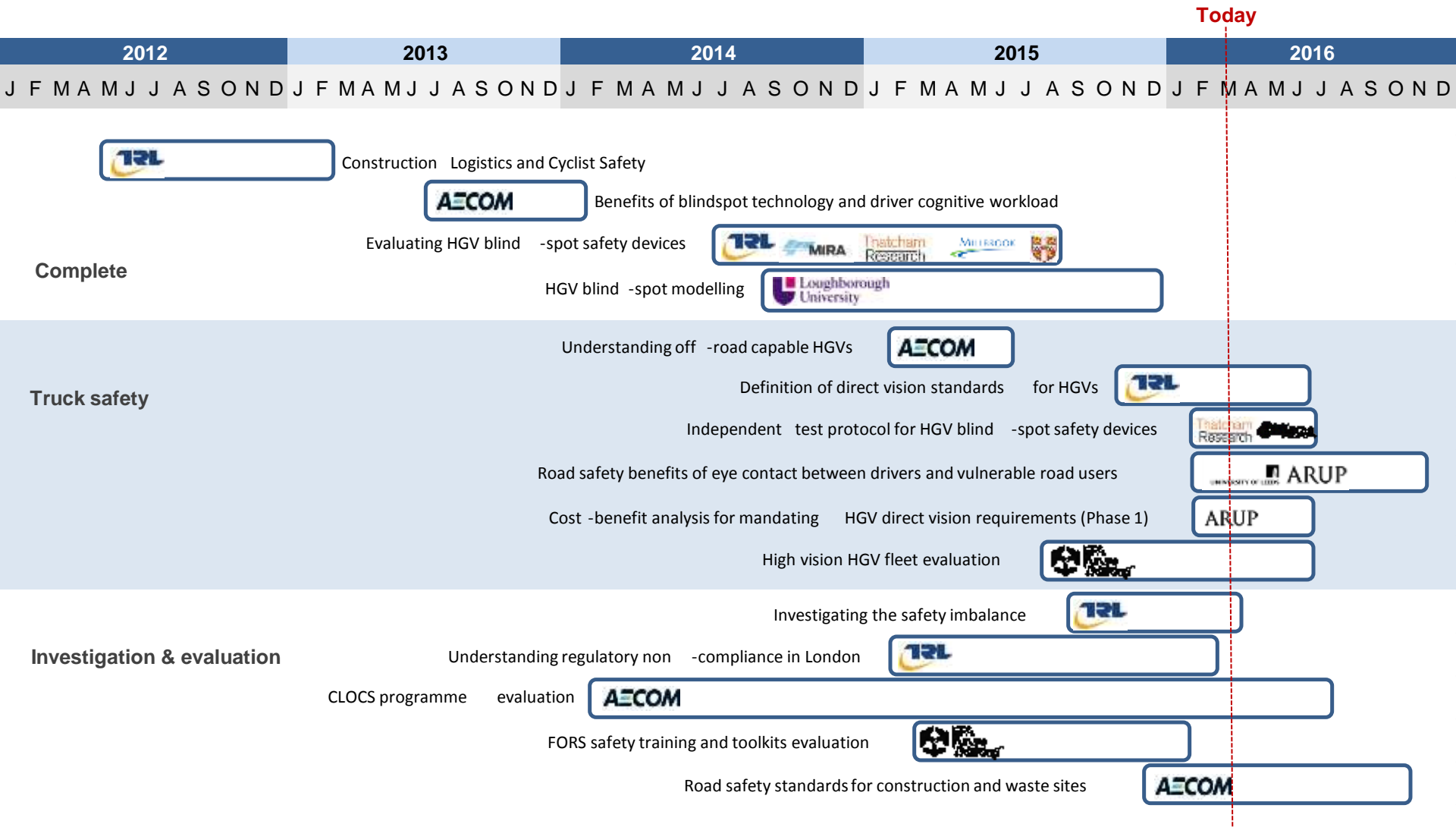
## 3

### Heavy Goods Vehicles

Vehicles over 3.5 tonnes must be fitted with additional safety equipment including, but not limited to, these features:

- Blind spot minimisation through direct or indirect visual aids e.g.
  - Class V and VI mirrors
  - Fresnel Lens
  - Camera systems
- Side guards
- Audible left turn warnings
- Rear warning signs
- Proximity warning systems

# Research and evaluation



# Questions



glendavies@tfl.gov.uk